

ENGLAND'S FIRM STAND

Simply Acknowledges the Receipt of Kruger's Ultimatum.

Reports in London That the British Troops Have Already Met the Boers on the Border—Allegations From Paris That Great Britain Has Made a Secret Treaty With Portugal for Landing Forces at Delagoa Bay. Sir Alfred Milner's Proclamation That All Persons Who Aid the Enemy Are Guilty of High Treason.

LONDON, Oct. 11.—It is announced that the British Foreign Office this afternoon sent to Secretary Reitz, of the South African Republic, a bare acknowledgment of the receipt of the Boers' ultimatum.

It is rumored here that fighting has already commenced on the border, and the details of a clash with the Boers are momentarily expected.

A Pretoria telegram to the "South African News" says Commandant General Joubert, of the Transvaal forces, has stated that the different laagers are ready for an immediate advance.

A despatch from Paris says that the "Matin" states that Portugal concluded a secret treaty with England three weeks ago in which the latter is allowed to land troops at Delagoa Bay and utilize Portuguese railways for the invasion of the Transvaal, if necessary. At the same time, England agreed with Germany that in the event of England's exercising this right, Germany should receive compensation in the shape of Angola, and Russia should be accorded a free hand in Persia.

As usual, the "Matin" says, France is left out in the cold.

Sir Alfred Milner, the British High Commissioner at Cape Town, has issued a proclamation declaring that all persons who aid or abet the enemy are guilty of high treason.

The "Standard" in a second edition says that the troops of the Orange Free State have crossed the Natal border southwest of New Castle.

Colonial officials say all talk of the neutrality of Cape Colony must cease.

The "Times" correspondent at Lobatse, near Mafeking, telegraphs that many women are on the verge of deserting. Some of them are between fifteen and sixteen years of age. The "Times" Cape Town correspondent says that Mr. Hoffmeyer, the Afrikaander leader, feels his position so acutely that his health threatens to break down.

General Prinsloo has been appointed commander general of the Orange Free State forces. He is at present the head of the Free State Boers at Albertina.

Lord Rosebery writes as follows: "Party controversies must cease now. The nation must close its ranks. No government could ever repeat the Majuba surrender. Our simple object is to secure equal rights for all white men."

CAPE TOWN, Oct. 11.—The ultimatum of the Transvaal government has been officially placarded inside the postoffice at Volksrust, on the Natal border, where the Boer troops have assembled in order to dash through Laing's Nek. The whole first draft of the Transvaal and Free State Boers are mobilized in a laager at Volksrust.

The British cruiser Powerful, and 500 men of the Yorkshire Light Infantry have arrived here. The remaining companies of the Ninth Lancers are also here.

It is rumored that the Cape Colony cabinet intends to resign.

BIRMINGHAM, Oct. 11.—The "Post," the organ of Colonial Secretary Chamberlain, says in regard to the Boer ultimatum: "Sulicide is the one word heard on all sides regarding the ultimatum. The end can only be the absolute destruction of the South African Republic as a separate governing entity. There can be no consideration after the ultimatum shown to the rulers of the South African Republic."

MANCHESTER, Oct. 11.—The "Guardian," which advised the Boers to be patient until the assembling of Parliament, and which also stated that certain ministers were looking for the Boers to make some false step, says this morning: "Most regretful of all it is to be goaded by the unhappy government at Pretoria into embracing war in terms of defiance, which can easily be used to drive thoughtless people in England into paroxysms of indignation, and divert their minds from the facts in this melancholy and humiliating story."

MAY ACT FOR ENGLAND.

American's Pretoria Consul Likely to Leave for British Interests.

Reginald Tower, British Charge d'Affaires in Washington, called on Dr. Hill, the Acting Secretary of State, today, and had an interview in which the relations between Great Britain and the Transvaal were discussed.

While it was denied positively that Mr. Tower requested, in behalf of his government, that the State Department instruct the United States Consul at Pretoria, to represent British interests in the Transvaal, in the event of war there is reason to believe that an informal understanding exists that immediately upon the receipt of news that the hostilities have commenced, the request will be probably made and promptly granted.

From what was said today and returns

from Philadelphia and Baltimore via B. & O.

Account National Report Exposition, Thursday, October 12 and 13, November 2 and 13. Tickets good for ten days, including admission, \$4.50.

Frank Libbey & Co., lowest bids on lumber, millwork, hardware, 6th & N. Y. ave.

15 carloads best Laths now in on the way; low rate. 6th & N. Y. ave.

Hermonck and Spruce Lumber, ready for immediate delivery. 6th & N. Y. ave.

Delightful autumn trip to Old Fort Comfort, Newport News, Norfolk, Virginia Beach, and Ocean View. For schedule, see page 3.

36.00 per 1,000 for best Shingles, largest size, 6x10, all perfect. Libbey & Co.,

81.25 per 100 ft. best Boards. These are 1 1/2 inch thick, well made. 6th & N. Y. ave.

Frank Libbey & Co., always lowest prices. 6th & N. Y. ave.

Smallpox From Soldiers' Money.

SAN FRANCISCO, Oct. 11.—Robert M. Lock, cashier of the Bank of Commerce, has been taken to the pesthouse suffering from smallpox. It is believed that he contracted the disease by handling soldiers' money.

Consols Fall in London.

LONDON, Oct. 11.—Consols fell 3-8 at the opening of the financial markets this morning.

Autumn Scenery.

At this season of the year, when the mountains are garbed with autumn tints, the most splendid view is reflected in the streams below, the scenery along the Chesapeake and Ohio is beautiful beyond compare. Making journey by this route over the Blue Ridge and the Alleghenies through the towering canons of New River, and the Kanawha, a constant delight. Solid excursion trains with dining car, to Cincinnati, Louisville, Indianapolis, St. Louis, and Chicago.

Frank Libbey & Co., always lowest prices. 6th & N. Y. ave.

Smallpox From Soldiers' Money.

SAN FRANCISCO, Oct. 11.—Robert M. Lock, cashier of the Bank of Commerce, has been taken to the pesthouse suffering from smallpox. It is believed that he contracted the disease by handling soldiers' money.

Consols Fall in London.

LONDON, Oct. 11.—Consols fell 3-8 at the opening of the financial markets this morning.

Autumn Scenery.

At this season of the year, when the mountains are garbed with autumn tints, the most splendid view is reflected in the streams below, the scenery along the Chesapeake and Ohio is beautiful beyond compare. Making journey by this route over the Blue Ridge and the Alleghenies through the towering canons of New River, and the Kanawha, a constant delight. Solid excursion trains with dining car, to Cincinnati, Louisville, Indianapolis, St. Louis, and Chicago.

Frank Libbey & Co., always lowest prices. 6th & N. Y. ave.

SCHWAN BACK IN MANILA

His Expedition Returns After Scattering the Rebels.

His Reports Rapid Advances of the American Troops—Soldiers Wounded by Marching Through Swamps. Capt. Woodbridge Army Dies From His Wounds—His Army Record.

MANILA, Oct. 11, 6 p. m.—General Schwan's expedition having accomplished its mission of scattering the insurgents in the neighborhood has returned to Manila.

The lines now remain practically the same as before the expedition started.

General Young's expedition to Arayat, consisting of the Thirty-seventh Infantry, two battalions of the Twenty-fourth Infantry, ten troops of the Fourth Cavalry, and Scott's guns, left Manila this morning and is due at Santa Ana tonight. A battalion of the Twenty-second Infantry will follow from San Fernando tomorrow.

General Otis' reports to the War Department show rapid advances by the American troops during the prevailing good weather. The country has not entirely recovered from the terrible rain storms, however, and animals and men have been much tired out by the forced marching through the swamps and rice fields.

The weather will continue fair, army officials expect that General Otis will have accomplished considerable toward clearing the country of hostile natives before the regular opening of the fall campaign.

However, several army officers now in Washington who are acquainted with the situation in the Philippines believe General Otis has begun a campaign which will waste the strength of his men and lose lives without accomplishing as much as if he were to wait until the rainy season is over.

According to advices from Manila, the troops in every fight have to wade through swamps, and are constantly in wet clothing. Much sickness is the result. The drivers of the pack trains find it almost impossible to get the mules over the inundated roads, and many animals are lost by becoming imbedded in the mud. The soldiers on the firing line are poorly supplied with necessary provisions, it is said, and much of the territory General Otis has captured, it is believed, will have to be reconquered, because it will be impossible to get supplies to them.

The Thirtieth Infantry is taking a prominent part in the fighting in Luzon and has lost two of its captains within the last week. Capt. Bogardus Eldridge was killed in a fight about a week ago and Capt. Woodbridge, of the Thirtieth, died from his wounds on October 10, 1899.

General Otis' reports to the War Department show rapid advances by the American troops during the prevailing good weather. The country has not entirely recovered from the terrible rain storms, however, and animals and men have been much tired out by the forced marching through the swamps and rice fields.

CONDITIONS IN THE SOUTH.

The Southern Railway's President, Henry H. Rogers, has been in the city today.

Samuel Spencer, President of the Southern Railway Company, testified today before the Industrial Commission on the conditions of labor, living, and wages in the South; the color line between railroad employees; the effect and desirability of the statutes in Georgia and other Southern States against the movement of freight on Sunday; the effectiveness of air brakes on freight trains, automatic couplers, and handbrakes; ticket brokerage, and many other matters concerning railroads.

Mr. Rogers, who is a member of the Industrial Commission, was accompanied by Mr. John M. Farquhar, M. D. Ratchford, and John L. Kennedy.

Mr. Spencer said that roundly speaking, the Southern Railway employs 20,000 men. The average Southern Railway man is colored men as firemen and trainmen, but these men are not eligible for promotion as engineers or conductors. They receive, as a rule, about 90 per cent less in wages than white men. Higher wages were paid to the white men because they are candidates for promotion as engineers and conductors.

Locomotive engineers, he said, are paid by the run, and extra pay is given for overtime. The average Southern Railway man works six or seven hours a day. On some of the short lines, where the work was about the same, they were paid by the month. The rule of the company that men who drink at all on duty, or excessively off duty, cannot hold positions. Mr. Spencer said that the Southern Railway has a list of discharged employees and the reasons for dismissal. It was his opinion that the system of blacklisting is not generally practiced.

The Southern Railway Company does not give extra pay for Sunday work, though it is the policy of the company to handle as little freight as possible on Sundays. Mr. Rogers said that the company has considered the law in Georgia forbidding the movement of freight on Sunday as objectionable. It entailed additional expense, and the company has decided to ignore the law. The company has facilities for providing a place where they would not otherwise be built. It operated also, he said, to keep many trainmen away from their homes on Sunday, thus increasing their expense, as they could live cheaper at home than away.

Mr. Kennedy asked if this Sunday law meant that they were paid the wages of a regular day worker, and the witness replied that he did not know, possibly it might be. Perishable freight is excepted from the operation of the law, and in some States he had heard that a carload of perishable freight had been used by a railroad to transport a load of non-perishable matter.

In answer to questions by Mr. Ratchford, the witness said he did not believe that the employment of colored firemen and trainmen had any appreciable effect on the rate of wages paid to the white men in corresponding positions. Labor was cheaper throughout the South than in the North, and the witness said he had heard of no such thing as a strike among the colored men. He denied that there was any open or organized objection to the employment of colored labor on the part of the white employees. There was no objection, he said, to the employment of the Southern's employees. Wages had been reduced, but recently had been practically restored owing to the revival in business.

Mr. Spencer said in the matter of automatic couplers, that the equipment on the Southern is 91 per cent; the railroads on the coast are 91 per cent; the limit of the extension granted by the Interstate Commerce Commission. He thought these appliances would be used by the railroads, and that the element of carelessness could never be done away with. A very large percentage of casualties on railroads, he said, was due to carelessness growing out of the habitual use of dangerous instruments.

In the matter of ticket brokers, Mr. Rogers said he was opposed to the ticket brokerage business for many reasons, the principal one being that it diminishes the revenues of the railroads.

He said, however, he had to admit that some railway men had been putting their mileage books and tickets in the hands of ticket brokers. He considered this a violation of the Interstate Commerce law, which provides that railroad rates shall not be reduced without three days' notice, nor advanced within three days' notice.

Mr. Spencer thought the pass system is a bad thing. It has become, he said, a great abuse in this country. He hoped that the time would soon come when railroads would refuse to issue a single pass, and that the exchange system between railroads would be abolished.

He would like to see a statute enacted by Congress prohibiting passes. He said he was willing to pay his railroad fare just as he now pays his hotel bills.

THE HIGHEST TRIBUNAL.

New Mexican Land Titles Before the United States Supreme Court.

The United States Supreme Court calendar for today provides for arguments, and case No. 20 will probably occupy the entire time of the court. It may last into tomorrow.

The litigation over the settlement of the title to lands in New Mexico. The case was originally brought by Luis Maria Ortiz, against the Government, in the Court of Private Claims. The Government appealed from the decision of the lower court, and it is this appeal that is being argued.

Matthew G. Reynolds is representing the Attorney General, and T. B. Catron the defendants in the appeal. Chief Justice Fuller and Associate Justice Harlan were not on the bench.

SOLDIERS' DEATHS IN CUBA.

The Latest Report Received From General Brooke.

The following death report was received from General Brooke this morning:

Havana, October 10, 1899.

Adjutant General, Washington:

Death report, 2d, Columbia Barracks, Quarones, Private George Godfrey, Company B, Eighth Infantry, gangrenous dysentery. Puerto Principe, Cuba. He died at 10 o'clock, October 10, 1899. Yellow fever.

BROOKS, Commanding.

To Operate Cuban Mines.

CHARLESTON, W. Va., Oct. 11.—A charter has been issued by the secretary of state to the Cuban Mining Company, of Allentown, Pa., which has for its purpose mining, smelting, refining, and vending iron, copper and other ores in the island of Cuba. The paid-up capital is \$100,000. Samuel Adams, of South Bethlehem, Pa., and four others are the incorporators.

Last 810 Tour to Niagara Falls via Pennsylvania Railroad.

Special train will leave Washington 8 a. m., Thursday, October 12. Tickets limited to ten days, allowing stopover at Buffalo, Rochester, Canandaigua and Watkins, returning. Pamphlets giving detailed information on application to ticket agents.

Hermonck and Spruce Lumber, ready for immediate delivery. 6th & N. Y. ave.

Delightful autumn trip to Old Fort Comfort, Newport News, Norfolk, Virginia Beach, and Ocean View. For schedule, see page 3.

36.00 per 1,000 for best Shingles, largest size, 6x10, all perfect. Libbey & Co.,

81.25 per 100 ft. best Boards. These are 1 1/2 inch thick, well made. 6th & N. Y. ave.

Frank Libbey & Co., always lowest prices. 6th & N. Y. ave.

Smallpox From Soldiers' Money.

SAN FRANCISCO, Oct. 11.—Robert M. Lock, cashier of the Bank of Commerce, has been taken to the pesthouse suffering from smallpox. It is believed that he contracted the disease by handling soldiers' money.

Consols Fall in London.

LONDON, Oct. 11.—Consols fell 3-8 at the opening of the financial markets this morning.

Autumn Scenery.

At this season of the year, when the mountains are garbed with autumn tints, the most splendid view is reflected in the streams below, the scenery along the Chesapeake and Ohio is beautiful beyond compare. Making journey by this route over the Blue Ridge and the Alleghenies through the towering canons of New River, and the Kanawha, a constant delight. Solid excursion trains with dining car, to Cincinnati, Louisville, Indianapolis, St. Louis, and Chicago.

Frank Libbey & Co., always lowest prices. 6th & N. Y. ave.

Smallpox From Soldiers' Money.

SAN FRANCISCO, Oct. 11.—Robert M. Lock, cashier of the Bank of Commerce, has been taken to the pesthouse suffering from smallpox. It is believed that he contracted the disease by handling soldiers' money.

Consols Fall in London.

LONDON, Oct. 11.—Consols fell 3-8 at the opening of the financial markets this morning.

Autumn Scenery.

At this season of the year, when the mountains are garbed with autumn tints, the most splendid view is reflected in the streams below, the scenery along the Chesapeake and Ohio is beautiful beyond compare. Making journey by this route over the Blue Ridge and the Alleghenies through the towering canons of New River, and the Kanawha, a constant delight. Solid excursion trains with dining car, to Cincinnati, Louisville, Indianapolis, St. Louis, and Chicago.

Frank Libbey & Co., always lowest prices. 6th & N. Y. ave.

Smallpox From Soldiers' Money.

SAN FRANCISCO, Oct. 11.—Robert M. Lock, cashier of the Bank of Commerce, has been taken to the pesthouse suffering from smallpox. It is believed that he contracted the disease by handling soldiers' money.

Consols Fall in London.

LONDON, Oct. 11.—Consols fell 3-8 at the opening of the financial markets this morning.

Autumn Scenery.

At this season of the year, when the mountains are garbed with autumn tints, the most splendid view is reflected in the streams below, the scenery along the Chesapeake and Ohio is beautiful beyond compare. Making journey by this route over the Blue Ridge and the Alleghenies through the towering canons of New River, and the Kanawha, a constant delight. Solid excursion trains with dining car, to Cincinnati, Louisville, Indianapolis, St. Louis, and Chicago.

Frank Libbey & Co., always lowest prices. 6th & N. Y. ave.

Smallpox From Soldiers' Money.

SAN FRANCISCO, Oct. 11.—Robert M. Lock, cashier of the Bank of Commerce, has been taken to the pesthouse suffering from smallpox. It is believed that he contracted the disease by handling soldiers' money.

FOG CAUSES A COLLISION.

Several Persons Seriously Injured in a Trolley Car Crash.

BETHLEHEM, Pa., Oct. 11.—Two vestibule trolley cars on the Lehigh Valley Traction Company's road collided in a dense fog at 8:30 o'clock this morning, two miles from here. The injured persons were: George Angstadt, of Allentown, motor-man, left leg crushed off; John Jarney, passenger, Allentown, both legs crushed off; John Greaser, Allentown, conductor, cut in temple and injured in the back, serious. Frank Muth, of Allentown, leg sprained, bruised about body, not serious. Four girls on their way to school were cut about the face with flying glass. All the injured were taken to St. Luke's Hospital, except the girls, who were able to go to their homes.

Car 109, west-bound, was late and car 108, east-bound, did not wait for it at the turnout where they should have passed. Though the track was straight the motor-men could not see each other's cars until it was too late to avoid a collision. The vestibules of both cars and the front platforms were telescoped and Angstadt and Jarney were caught in them and pinned fast.

Farmers nearby hitched horses to the cars and tried to pull them apart to release the men, but it was impossible to do so, and they were not released until the next car came along, twenty minutes later.

CONDITIONS IN THE SOUTH.

The Southern Railway's President, Henry H. Rogers, has been in the city today.

Samuel Spencer, President of the Southern Railway Company, testified today before the Industrial Commission on the conditions of labor, living, and wages in the South; the color line between railroad employees; the effect and desirability of the statutes in Georgia and other Southern States against the movement of freight on Sunday; the effectiveness of air brakes on freight trains, automatic couplers, and handbrakes; ticket brokerage, and many other matters concerning railroads.

Mr. Rogers, who is a member of the Industrial Commission, was accompanied by Mr. John M. Farquhar, M. D. Ratchford, and John L. Kennedy.

Mr. Spencer said that roundly speaking, the Southern Railway employs 20,000 men. The average Southern Railway man is colored men as firemen and trainmen, but these men are not eligible for promotion as engineers or conductors. They receive, as a rule, about 90 per cent less in wages than white men. Higher wages were paid to the white men because they are candidates for promotion as engineers and conductors.

Locomotive engineers, he said, are paid by the run, and extra pay is given for overtime. The average Southern Railway man works six or seven hours a day. On some of the short lines, where the work was about the same, they were paid by the month. The rule of the company that men who drink at all on duty, or excessively off duty, cannot hold positions. Mr. Spencer said that the Southern Railway has a list of discharged employees and the reasons for dismissal. It was his opinion that the system of blacklisting is not generally practiced.

The Southern Railway Company does not give extra pay for Sunday work, though it is the policy of the company to handle as little freight as possible on Sundays. Mr. Rogers said that the company has considered the law in Georgia forbidding the movement of freight on Sunday as objectionable. It entailed additional expense, and the company has decided to ignore the law. The company has facilities for providing a place where they would not otherwise be built. It operated also, he said, to keep many trainmen away from their homes on Sunday, thus increasing their expense, as they could live cheaper at home than away.

Mr. Kennedy asked if this Sunday law meant that they were paid the wages of a regular day worker, and the witness replied that he did not know, possibly it might be. Perishable freight is excepted from the operation of the law, and in some States he had heard that a carload of perishable freight had been used by a railroad to transport a load of non-perishable matter.

In answer to questions by Mr. Ratchford, the witness said he did not believe that the employment of colored firemen and trainmen had any appreciable effect on the rate of wages paid to the white men in corresponding positions. Labor was cheaper throughout the South than in the North, and the witness said he had heard of no such thing as a strike among the colored men. He denied that there was any open or organized objection to the employment of colored labor on the part of the white employees. There was no objection, he said, to the employment of the Southern's employees. Wages had been reduced, but recently had been practically restored owing to the revival in business.

Mr. Spencer said in the matter of automatic couplers, that the equipment on the Southern is 91 per cent; the railroads on the coast are 91 per cent; the limit of the extension granted by the Interstate Commerce Commission. He thought these appliances would be used by the railroads, and that the element of carelessness could never be done away with. A very large percentage of casualties on railroads, he said, was due to carelessness growing out of the habitual use of dangerous instruments.

In the matter of ticket brokers, Mr. Rogers said he was opposed to the ticket brokerage business for many reasons, the principal one being that it diminishes the revenues of the railroads.

He said, however, he had to admit that some railway men had been putting their mileage books and tickets in the hands of ticket brokers. He considered this a violation of the Interstate Commerce law, which provides that railroad rates shall not be reduced without three days' notice, nor advanced within three days' notice.

Mr. Spencer thought the pass system is a bad thing. It has become, he said, a great abuse in this country. He hoped that the time would soon come when railroads would refuse to issue a single pass, and that the exchange system between railroads would be abolished.

He would like to see a statute enacted by Congress prohibiting passes. He said he was willing to pay his railroad fare just as he now pays his hotel bills.

THE HIGHEST TRIBUNAL.

New Mexican Land Titles Before the United States Supreme Court.

The United States Supreme Court calendar for today provides for arguments, and case No. 20 will probably occupy the entire time of the court. It may last into tomorrow.

The litigation over the settlement of the title to lands in New Mexico. The case was originally brought by Luis Maria Ortiz, against the Government, in the Court of Private Claims. The Government appealed from the decision of the lower court, and it is this appeal that is being argued.

Matthew G. Reynolds is representing the Attorney General, and T. B. Catron the defendants in the appeal. Chief Justice Fuller and Associate Justice Harlan were not on the bench.

SOLDIERS' DEATHS IN CUBA.

The Latest Report Received From General Brooke.

The following death report was received from General Brooke this morning:

Havana, October 10, 1899.

Adjutant General, Washington:

Death report, 2d, Columbia Barracks, Quarones, Private George Godfrey, Company B, Eighth Infantry, gangrenous dysentery. Puerto Principe, Cuba. He died at 10 o'clock, October 10, 1899. Yellow fever.

BROOKS, Commanding.

To Operate Cuban Mines.

CHARLESTON, W. Va., Oct. 11.—A charter has been issued by the secretary of state to the Cuban Mining Company, of Allentown, Pa., which has for its purpose mining, smelting, refining, and vending iron, copper and other ores in the island of Cuba. The paid-up capital is \$100,000. Samuel Adams, of South Bethlehem, Pa., and four others are the incorporators.

Last 810 Tour to Niagara Falls via Pennsylvania Railroad.

Special train will leave Washington 8 a. m., Thursday, October 12. Tickets limited to ten days, allowing stopover at Buffalo, Rochester, Canandaigua and Watkins, returning. Pamphlets giving detailed information on application to ticket agents.

Hermonck and Spruce Lumber, ready for immediate delivery. 6th & N. Y. ave.

Delightful autumn trip to Old Fort Comfort, Newport News, Norfolk, Virginia Beach, and Ocean View. For schedule, see page 3.

YACHTS WAITING TO RACE

The Columbia to Hoist Her New Club Topsail.

No Alterations to Be Made in the Shamrock—Sir Thomas Lipton Says He Is Ready to Go at Any Time—Challenger and Defender Enveloped in a Heavy Fog Today.

NEW YORK, Oct. 11.—This was practically a rest day for the sailors on board the Shamrock and the Columbia. With the exception of a few minor preparations for the struggle set for tomorrow, the crews of both vessels had little to do. Even if either had desired to take a spin during the forenoon it could not have done so for one of the worst fogs of the year settled down on the bay this morning. The yachts were invisible from the shore as they lay at their moorings within the horseshoe and the sailors aboard could not see a ship's length ahead. If the fog lifts this afternoon it is likely that the Columbia will hoist her new club topsail, as Captain Barr wants to know just how it is going to act before he goes into the race tomorrow. The new sail is the largest club topsail that has ever been set on the Cup defender. Great things are expected of it. It was, it is said, made by Wilson and Griffin since the last contest, and appears to be a finely cut piece of canvas.

CONDITIONS IN THE SOUTH.

The Southern Railway's President, Henry H. Rogers, has been in the city today.

Samuel Spencer, President of the Southern Railway Company, testified today before the Industrial Commission on the conditions of labor, living, and wages in the South; the color line between railroad employees; the effect and desirability of the statutes in Georgia and other Southern States against the movement of freight on Sunday; the effectiveness of air brakes on freight trains, automatic couplers, and handbrakes; ticket brokerage, and many other matters concerning railroads.

Mr. Rogers, who is a member of the Industrial Commission, was accompanied by Mr. John M. Farquhar, M. D. Ratchford, and John L. Kennedy.

Mr. Spencer said that roundly speaking, the Southern Railway employs 20,000 men. The average Southern Railway man is colored men as firemen and trainmen, but these men are not eligible for promotion as engineers or conductors. They receive, as a rule, about 90 per cent less in wages than white men. Higher wages were paid to the white men because they are candidates for promotion as engineers and conductors.

Locomotive engineers, he said, are paid by the run, and extra pay is given for overtime. The average Southern Railway man works six or seven hours a day. On some of the short lines, where the work was about the same, they were paid by the month. The rule of the company that men who drink at all on duty, or excessively off duty, cannot hold positions. Mr. Spencer said that the Southern Railway has a list of discharged employees and the reasons for dismissal. It was his opinion that the system of blacklisting is not generally practiced.

The Southern Railway Company does not give extra pay for Sunday work, though it is the policy of the company to handle as little freight as possible on Sundays. Mr. Rogers said that the company has considered the law in Georgia forbidding the movement of freight on Sunday as objectionable. It entailed additional expense, and the company has decided to ignore the law. The company has facilities for providing a place where they would not otherwise be built. It operated also, he said, to keep many trainmen away from their homes on Sunday, thus increasing their expense, as they could live cheaper at home than away.

Mr. Kennedy asked if this Sunday law meant that they were paid the wages of a regular day worker, and the witness replied that he did not know, possibly it might be. Perishable freight is excepted from the operation of the law, and in some States he had heard that a carload of perishable freight had been used by a railroad to transport a load of non-perishable matter.

In answer to questions by Mr. Ratchford, the witness said he did not believe that the employment of colored firemen and trainmen had any appreciable effect on the rate of wages paid to the white men in corresponding positions. Labor was cheaper throughout the South than in the North, and the witness said he had heard of no such thing as a strike among the colored men. He denied that there was any open or organized objection to the employment of colored labor on the part of the white employees. There was no objection, he said, to the employment of the Southern's employees. Wages had been reduced, but recently had been practically restored owing to the revival in business.

Mr. Spencer said in the matter of automatic couplers, that the equipment on the Southern is 91 per cent; the railroads on the coast are 91 per cent; the limit of the extension granted by the Interstate Commerce Commission. He thought these appliances would be used by the railroads, and that the element of carelessness could never be done away with. A very large percentage of casualties on railroads, he said, was due to carelessness growing out of the habitual use of dangerous instruments.

In the matter of ticket brokers, Mr. Rogers said he was opposed to the ticket brokerage business for many reasons, the principal one being that it diminishes the revenues of the railroads.

He said, however, he had to admit that some railway men had been putting their mileage books and tickets in the hands of ticket brokers. He considered this a violation of the Interstate Commerce law, which provides that railroad rates shall not be reduced without three days' notice, nor advanced within three days' notice.

Mr. Spencer thought the pass system is a bad thing. It has become, he said, a great abuse in this country. He hoped that the time would soon come when railroads would refuse to issue a single pass, and that the exchange system between railroads would be abolished.

He would like to see a statute enacted by Congress prohibiting passes. He said he was willing to pay his railroad fare just as he now pays his hotel bills.

THE HIGHEST TRIBUNAL.

New Mexican Land Titles Before the United States Supreme Court.

The United States Supreme Court calendar for today provides for arguments, and case No. 20 will probably occupy the entire time of the court. It may last into tomorrow.

The litigation over the settlement of the title to lands in New Mexico. The case was originally brought by Luis Maria Ortiz, against the Government, in the Court of Private Claims. The Government appealed from the decision of the lower court, and it is this appeal that is being argued.

Matthew G. Reynolds is representing the Attorney General, and T. B. Catron the defendants in the appeal. Chief Justice Fuller and Associate Justice Harlan were not on the bench.

SOLDIERS' DEATHS IN CUBA.

The Latest Report Received From General Brooke.

The following death report was received from General Brooke this morning:

Havana, October 10, 1899.

Adjutant General, Washington:

Death report, 2d, Columbia Barracks, Quarones, Private George Godfrey, Company B, Eighth Infantry, gangrenous dysentery. Puerto Principe, Cuba. He died at 10 o'clock, October 10, 1899. Yellow fever.

BROOKS, Commanding.

To Operate Cuban Mines.

CHARLESTON, W. Va., Oct. 11.—A charter has been issued by the secretary of state to the Cuban Mining Company, of Allentown, Pa., which has for its purpose mining, smelting, refining, and vending iron, copper and other ores in the island of Cuba. The paid-up capital is \$100,000. Samuel Adams, of South Bethlehem, Pa., and four others are the incorporators.

Last 810 Tour to Niagara Falls via Pennsylvania Railroad.

Special train will leave Washington 8 a. m., Thursday, October 12. Tickets limited to ten days, allowing stopover at Buffalo, Rochester, Canandaigua and Watkins, returning. Pamphlets giving detailed information on application to ticket agents.

Hermonck and Spruce Lumber, ready for immediate delivery